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COUNTRY	East Germany		REPORT	
TOPIC	Briesen Airfield			
EVALUATION		PLACE OBTAINED		25X1
DATE OF CONTENT				
DATE OBTAINED		DATE PREPARED	6 December 1954	25X1
REFERENCES				
PAGES	3	ENCLOSURES (NO. & TYPE)		
REMARKS				
This is UNEVALUATED Information				25X1

1. Between 5 October and 1 November 1954, there was no air activity at Briesen airfield except for the following days:

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12 October. After 1200, when morning fog had dissipated and the cloud base was at an altitude of about 200 meters, air activity was started. Up to about 1600, 16 aircraft took off and immediately disappeared from view. The aircraft obviously circled in the vicinity of the field. Up to 4 aircraft were simultaneously aloft. The take-offs were made from east to west. A large fire was lit at the eastern end of the runway, presumably to facilitate the landing. Aircraft observed involved two IL-28s 1

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13 October. There was no air activity during daytime. From 1900 until about midnight, jet bombers continuously took off. All of the aircraft had set position lights. During the air activity, a motor vehicle column was observed in the vicinity of the field. The vehicles were apparently in communication with the aircraft. One vehicle mounted a searchlight which directed its beam upward for a few seconds every 10 to 15 minutes.

Immediately after flashing up, the vehicle with the searchlight apparently changed its location since the next flash would be observed from another point. An aircraft flew to the site where the searchlight had last radiated its light. It gave a short red flash signal and then landed. A total of 30 take-offs and landings were made. Approximately the same number of practices were made with the searchlight and the red flash signal.

14 October. The motor vehicles remained in the area east of the field up to about 1100. Then the vehicles departed via Krausnick

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18 October. Two jet bombers landed at the field, requiring a distance of 1,000 meters. The aircraft taxied to the southern taxiway and were parked between the other jet bombers. There was an 8/10 overcast at an altitude of 1,000 meters, strong southwesterly wind, and visibility of about 6 km. On the days prior to 18 October 1200, 26 jet bombers were seen on the usual dispersal areas along the southern taxiway. After 1200 on 18 October and on the following days, 28 aircraft were observed there. Additional aircraft were possibly parked in the clearing in the southwestern corner of the field. 1

19 October. There was no air activity. At 1100, the engines of all jet bombers were started and the aircraft taxied from their dispersal areas via the runway to the revetments at the edge of the wood around the field. Fifteen minutes elapsed from the moment when the first aircraft began to taxi until the last plane was parked in the revetment. Later, the aircraft taxied back to their original dispersal areas within 17 minutes. After 5 minutes, this practice was repeated and the procedure required only 14 minutes this time. Finally, the aircraft taxied back to their dispersal areas and their engines turned off. 3

After 21 October, the aircraft were parked in groups of 3, 5, 2, 7, and 9. The distance between the individual groups was 30 to 40 meters. The individual aircraft of each group were parked side-by-side and at close interval.

30 October. Between 1000 and 1300, 16 take-offs and landings were made by jet bombers. The weather was dull and rainy. The aircraft individually took off at intervals of about 1,500 meters. Retaining this distance, the aircraft circled over the field one and a half times and then landed. After a pause of about 70 minutes, the same exercise was repeated by the 16 aircraft. [REDACTED]

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2. On those days when no air activity was conducted, the engines of 8 to 10 Il-28s were daily run up for at least 1 hour. Several engines were running at the same time so that the running of engines could be heard 3 or 4 hours every day. No noteworthy activity was observed near the motor vehicles, aircraft or on the target range. It appeared that all of the personnel was concentrated on the running of jet engines. 1 [REDACTED]
3. A radio shack was located about 1 km east of the runway, approximately 500 meters south of the Brand forester's house along the road to Krausnick. There was a PKV-45 DF station and a radio mast about 16 meters high. 4

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1. Comment. Briesen airfield is still occupied by a bomber regiment. The observed number of Il-28s agrees with the previously assumed strength of this regiment. [REDACTED]

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[REDACTED] 25X1

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2. [REDACTED] Comment. The exercise presumably involved several searchlights mounted on trucks. [REDACTED]

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3. [REDACTED] Comment. The reported time of 14 or 15 minutes for the parking of 28 Il-28s in shrapnelproof aircraft revetments is rather short if the order for this alert practice was given without former notice.

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4. [REDACTED] Comment. [REDACTED] a PKV-45 DF station was about 1,600 meters east of the eastern end of the runway and that another PKV-45 DF station was 5 to 6 km east of the runway end. The radio installation with one mast was then reported at the same location as in the present information.

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